M.R P. 1020
S.C. 11/223
7th December, 1956

METEOROLOGICAL OFFICE
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Average height of the standard isobaric surfaces over the area from the North Pole to 55°N. in April and October

by

H. Heastie

(Meteorological Office)

AIR MINISTRY

METEOROLOGICAL RESEARCH COMMITTEE

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1. Introduction

This paper is a continuation of M.R.P.918(1) and M.R.P.981(2). In (1), the decision to start the revision of Geophysical Memoir 85 - Upper Winds over the World - by constructing circumpolar charts of the standard isobaric surfaces was explained and the present paper together with the two earlier papers completes this section of the revision.

2. The data

Data for the same fixed period 1949-53 were used and the sources are listed in the earlier papers.

3. Method of constructing the charts

(1) General. The method employed was the same as that used for the July charts. Again the data from Siberia were very sparse both in April and October, 1949 and the charts for these months were drawn up to the 300 mb level by means of the correlation method described in (2).

(2) Effect of solar radiation. It was not possible to use data from night time ascents only. 0300 G.M.T. data were used generally, but 1500 G.M.T. data were available from the Aleutian and Alaskan stations and were used when the 0300 G.M.T. ascents were made in daylight. At 0300 G.M.T., daylight covers most of the U.S.S.R. in April and all of Siberia in October, and no Russian data for 1500 G.M.T. were available. Guterman (3) discusses the radiation correction of the comb radiosonde used in the U.S.S.R. and suggests that for solar elevations below 15° the error is negligible. For solar elevations of 50-60° he quotes an error of 0.5°C at 10,000 metres and 1.9°C at 15,000 metres. Over that part of the U.S.S.R. north of 55°N., for the months of April and October, the solar elevation varies up to a maximum of 40°. An error of 0.5°C in the 300 mb temperature would lead to an error of 3-4 metres in the 500-300 mb thickness and this error has been ignored. Errors of 0.5°C and 1.9°C in the 300 mb and 100 mb temperatures respectively would produce an error of the order of 30-35 metres in the thickness between 300 and 100 mb. However, no Russian data above 300 mb were available and use was made of the temperature lapses from the memoir on upper air temperature (4). In the preparation of this memoir data at both 0300 and 1500 G.M.T. were used and, it is reasonable to suppose, any error due to radiation halved in consequence. Further, the maximum elevation of the sun for the area and period considered is 10° or more below that to which the radiation corrections quoted are applicable. It was assumed, therefore, that the maximum error due

/to

to radiation in the 300-100 mb thickness (and consequently in the 100 mb contours) was less than 20 metres. As, however, the variation of radiation correction with solar elevation was unknown, no attempt was made to assess the actual error.

4. The charts

The April charts show two interesting differences from those for the other mid-season months. The first concerns the centre of the main circulation. In January, July and October, at all levels above 700 mb, this centre lies between 75° and 90°W. and 67° and 87°N. In April it lies at 84°N., 50°E. at 700 mb and shifts to 84°N., 35°W. at 300 mb and to 82°N., 10°W. at 100 mb. It is possible to attribute the centre at 700 mb to the persistence of a secondary centre at about 80°N., 70°E. on the January 700 mb chart. Changes from a winter to a summer regime take place very rapidly in the spring and not necessarily at the same time in different regions of the chart (though detailed evidence from the Russian Arctic is lacking) and it is doubtful whether the April or any other monthly chart represents a true "mid-season" circulation pattern. The second peculiarity of the April charts is a departure from the normal association between features of the tropopause pressure and stratospheric thickness patterns shown generally on the charts for the other three months. This occurs at about 20°E. where the tropopause pressure chart (5) shows a marked ridge which is almost immediately below troughs in the three thickness charts 300-200 mb, 200-150 mb and 150-100 mb i.e., relatively low stratospheric temperatures above a relatively low tropopause. These thickness patterns are consistent with the patterns shown on the relevant average temperature charts (4).

An apparently similar peculiarity occurs on the October charts over the Aleutians where high stratospheric thickness is shown over high tropopause (5). The average temperature charts (4) agree with this thickness pattern. No data from the Aleutians were used in drawing the tropopause pressure chart and this chart could probably be redrawn largely to remove this peculiarity.

Both the April and October charts show a westerly circulation at all levels with main troughs at 60-80°W. and 160-180°W., though there appears to be a weak secondary circulation at 700 mb in the Bering Sea in October. The main centre of the circulation lies between Franz Josef Land and NE. Greenland in April and over Ellesmere Island in October. The April charts show a further main trough about 0°W. and a rather indeterminate trough over Siberia, while in October there are troughs between Iceland and Greenland and over western Siberia.

The stratospheric thickness charts in both months are extremely flat, the thermal winds being generally of the order of 3 kt or less. Relatively high values of thickness are shown over Siberia and northern Canada, corresponding to the two main centres of low tropopause (5).

References

(1) Heastie, H. Average height of the standard isobaric surfaces over the area from the North Pole to 55°N. in January. Meteorological Research Papers, Air Ministry, London, No.918, 1955.

(2) Heastie, H. Average height of the standard isobaric surfaces over the area from the North Pole to 55°N. in July. Meteorological Research Papers, Air Ministry, London, No. 981, 1956.

(3) Guterman, I.G. Radiation error of the comb radiosonde. Trans. by A.I. Trans. (Org.)(T) of: Leningrad, Met. Hydr., 1955, No.5, pp. 49-52. London, 1956.

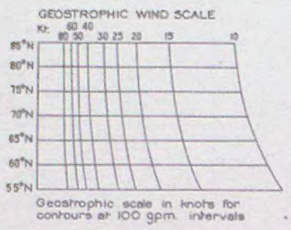
(4) Goldie, N., Moore, J.G. and Austin, E.E. Upper air temperature over the world. Geophys. Mem. No.101, London (in the press).

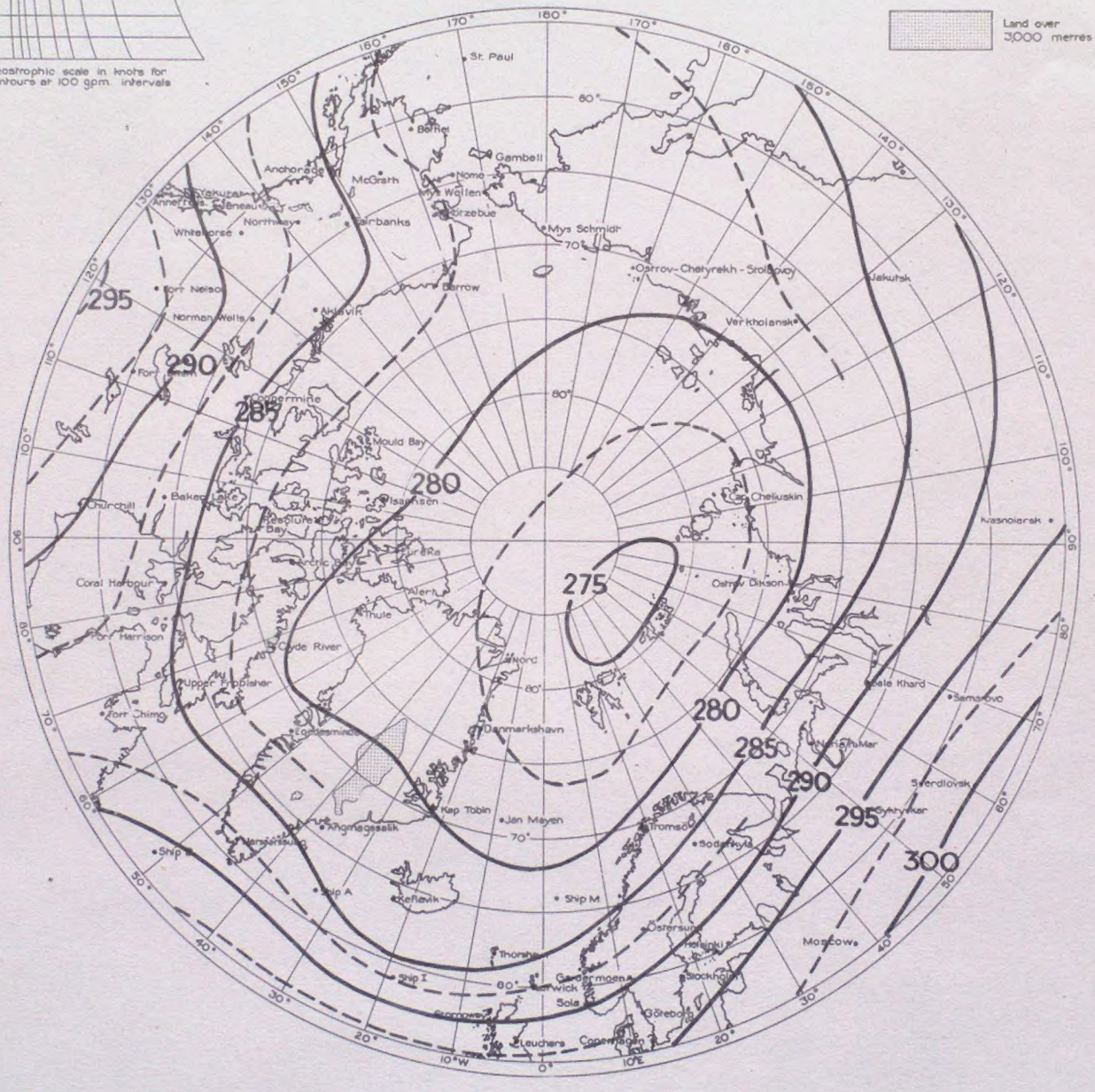
(5) Moore, J.G. Average pressure and temperature of the tropopause. Meteorological Research Papers, Air Ministry, London, No.874, 1954.

M.R.P. 1020

AVERAGE 700 mb. CONTOURS

APRIL 1949-53





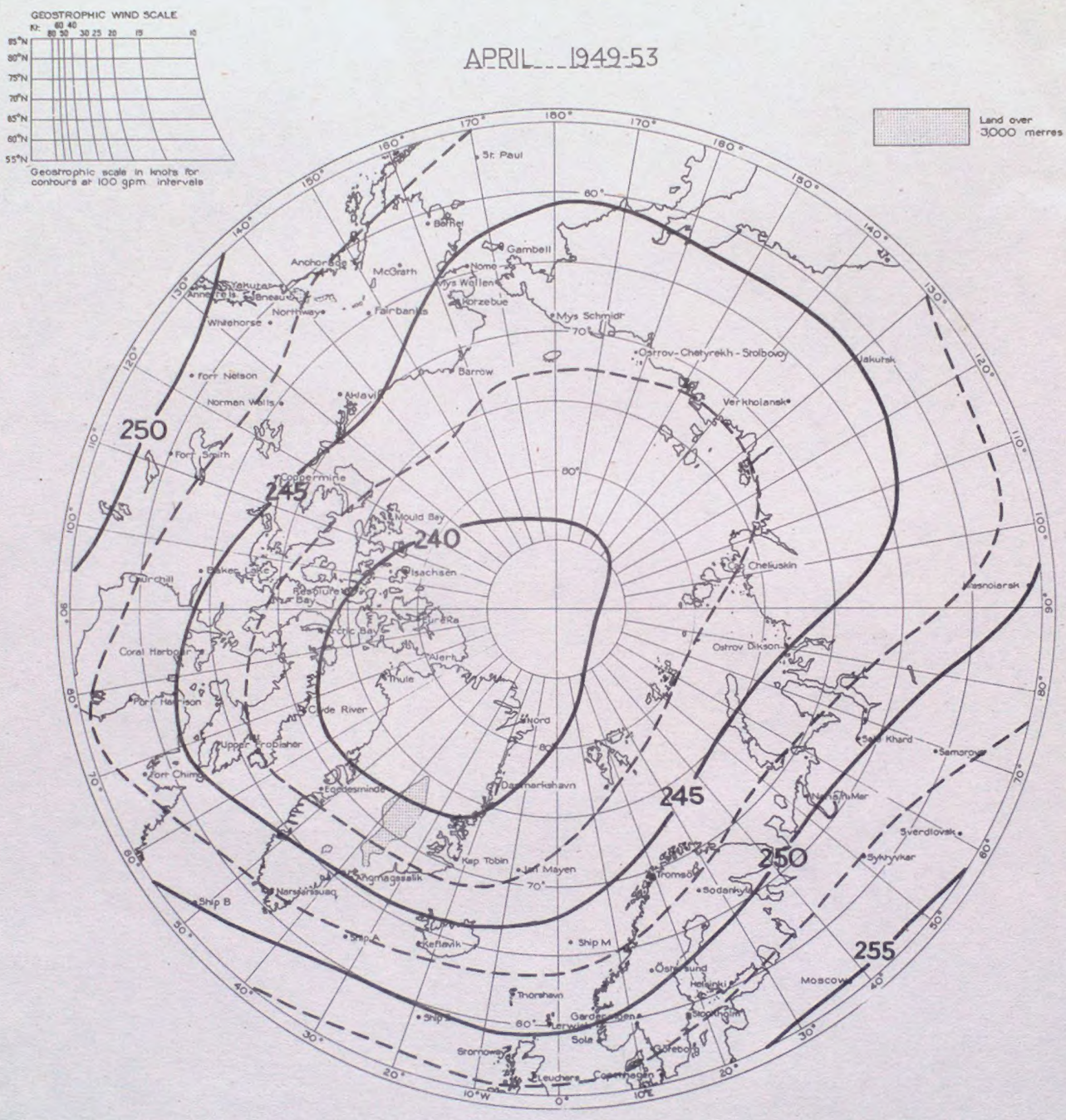
Height in dekametres

Upper Air Branch (M.O.23)

M.R.P. 1020

AVERAGE 700–500mb. THICKNESS

APRIL 1949-53



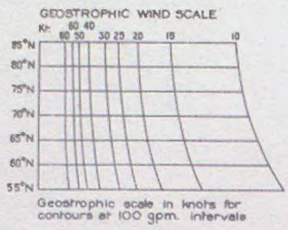
Height in dekametres

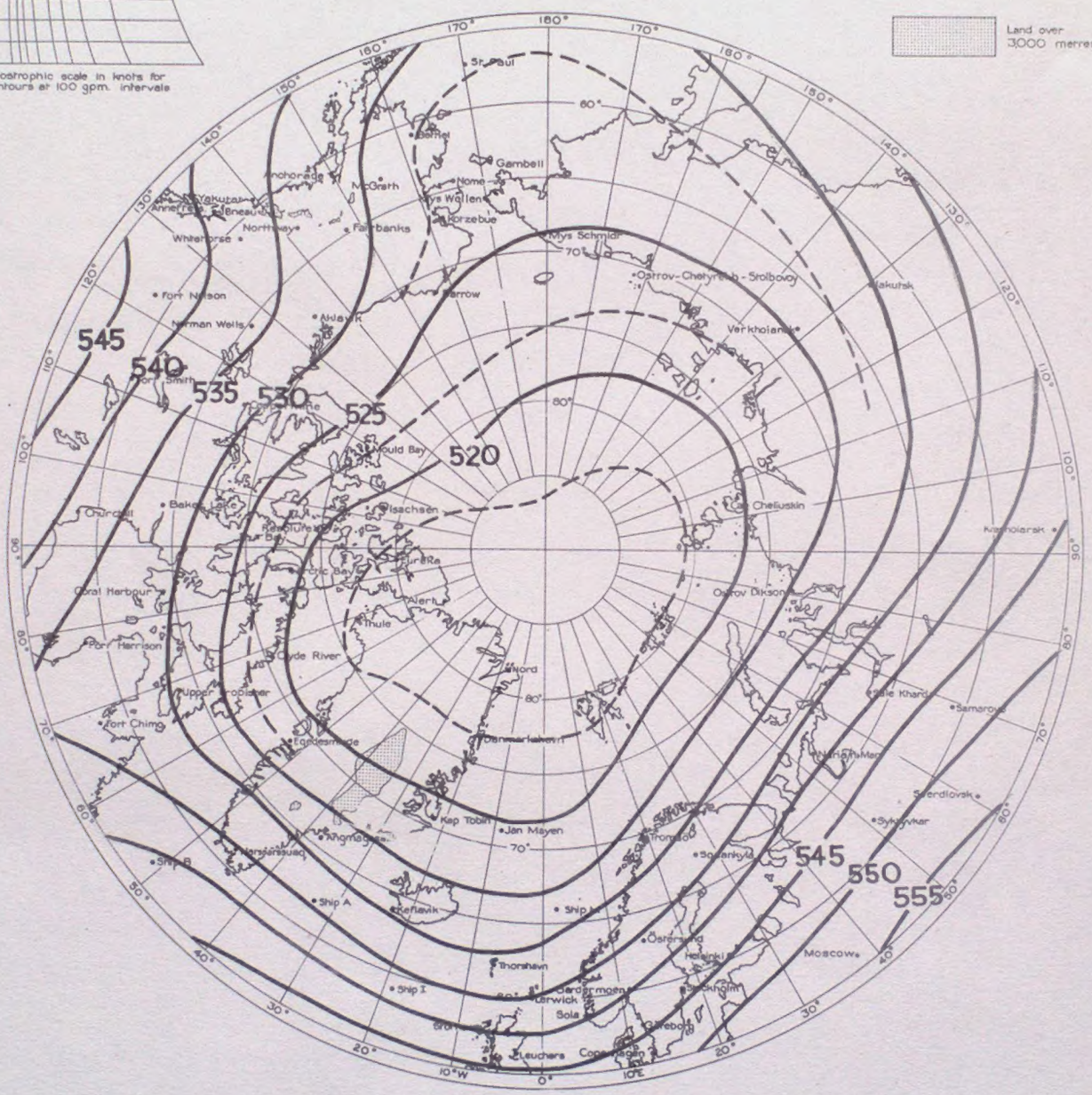
Upper Air Branch (M.O.23)

M.R.P. 1020

AVERAGE 500 mb. CONTOURS

APRIL 1949-53



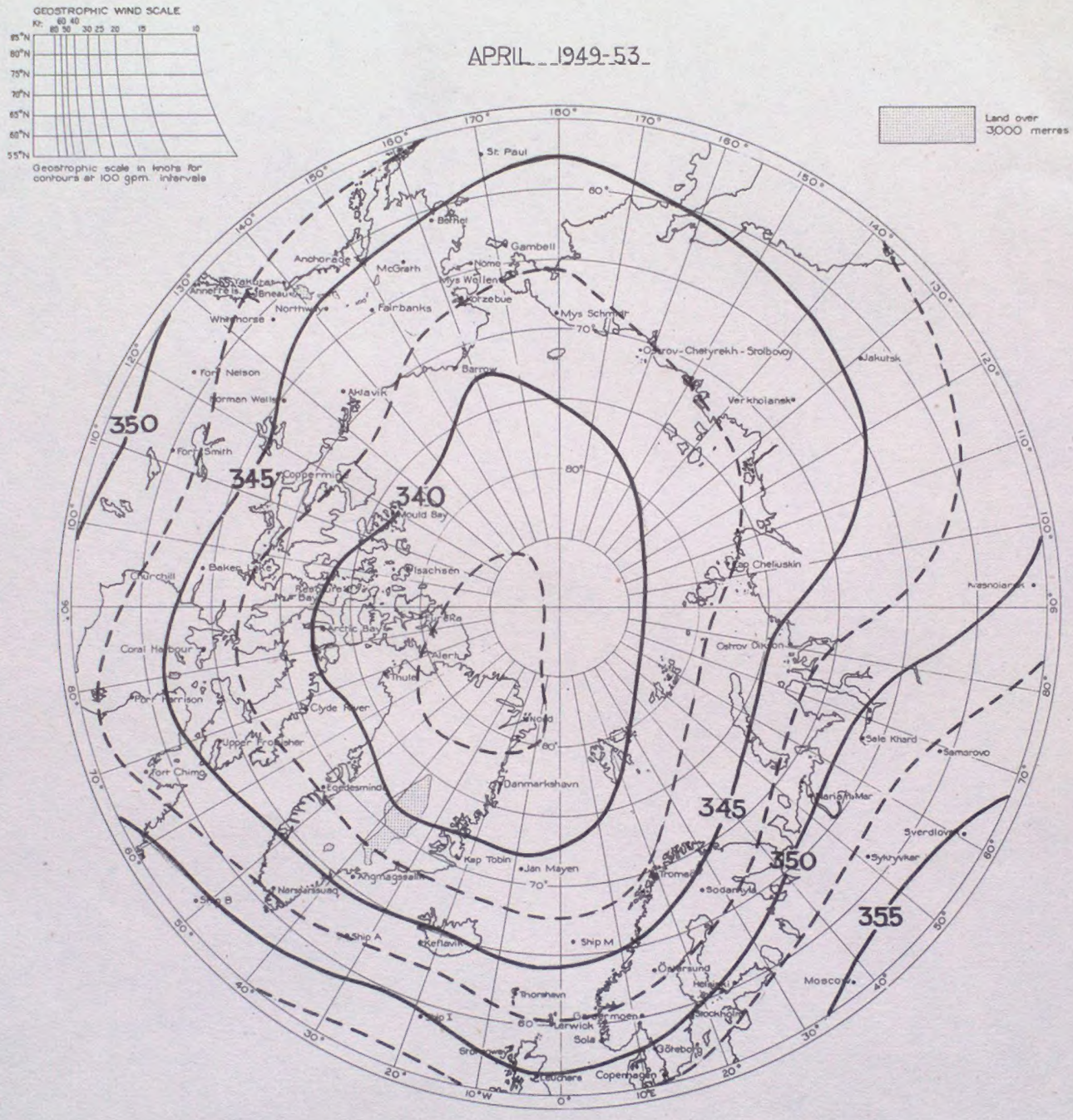


Height in dekametres

Upper Air Branch (M.O.23)

AVERAGE 500-300mb. THICKNESS

APRIL 1949-53



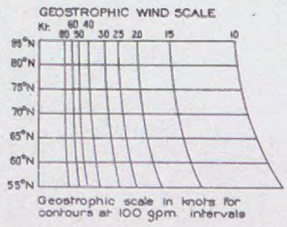
Height in dekametres

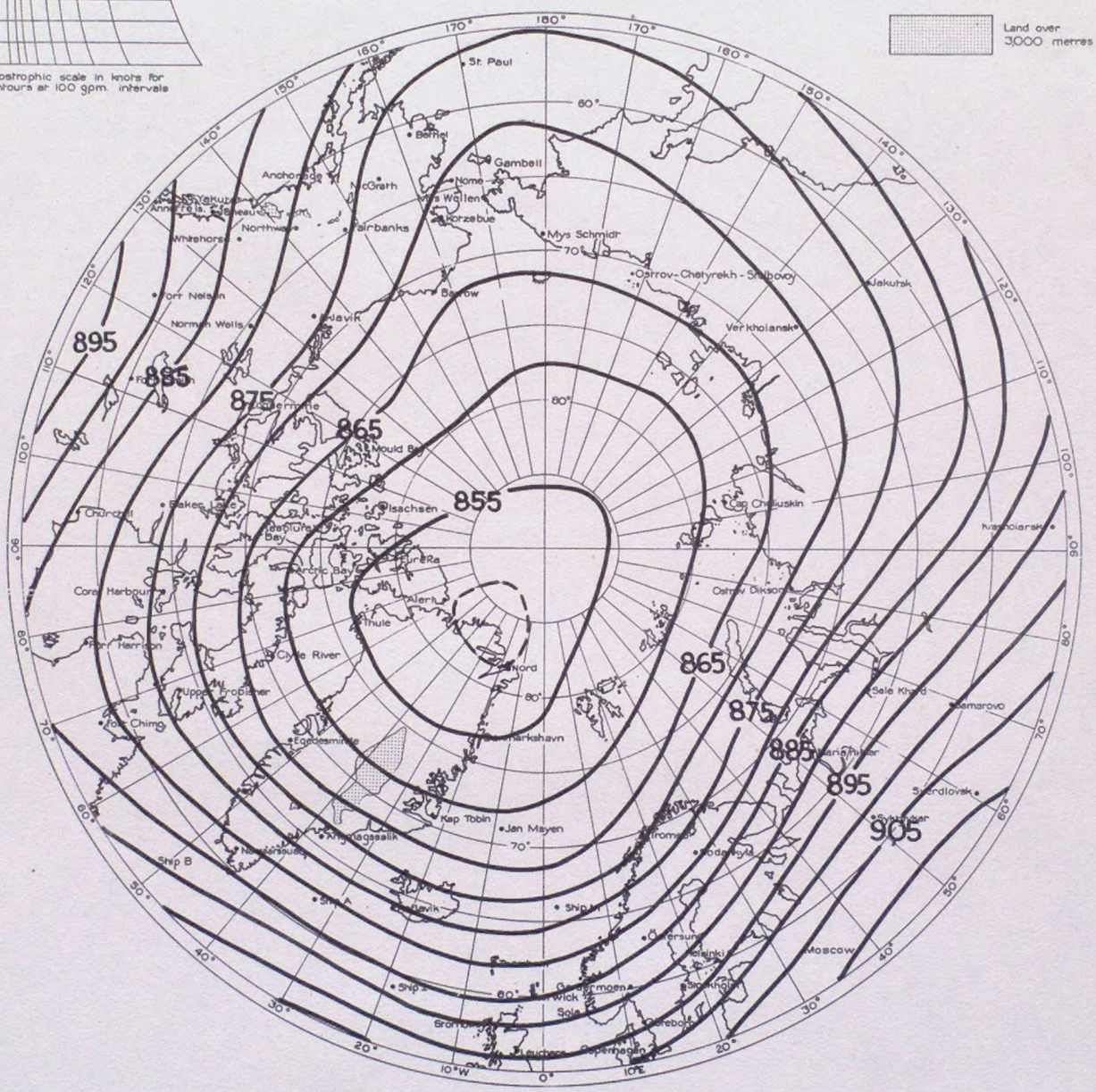
Upper Air Branch (M.O.23)

M.R.P. 1020

AVERAGE 300 mb. CONTOURS

APRIL 1949-53

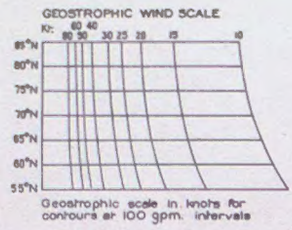


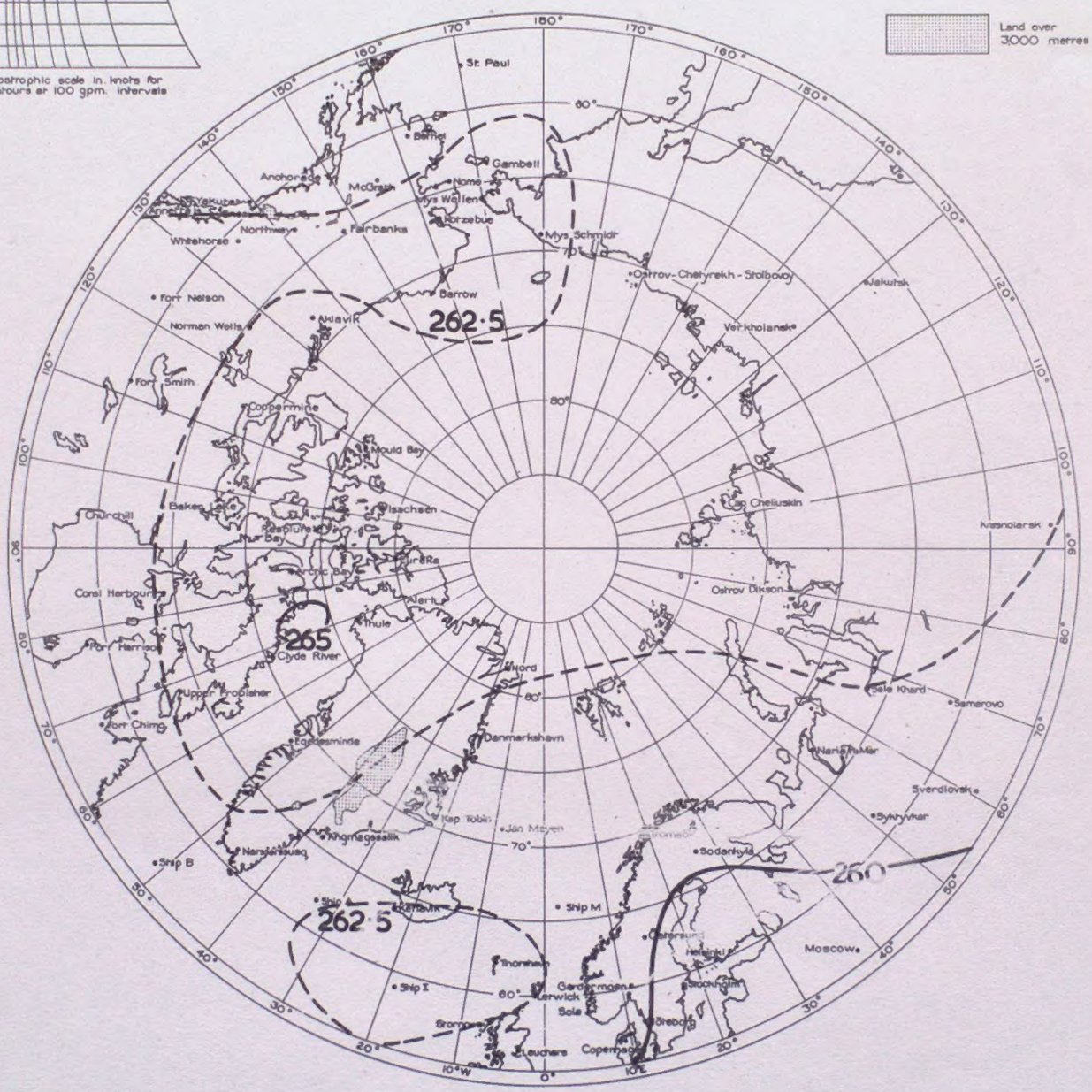

Land over 3,000 metres
895
885
875
865
855
865
875
885
895
905
St Paul
Barrow
Gambell
Nome
Kotzebue
Mys Schmidt
Ostrov-Chetyrekh-Stolbovoy
Jakutsk
Verkholansk
Fairbanks
Whitehorse
Fort Nelson
Norman Wells
Inuvik
Mould Bay
Resolute
Eureka
Alert
Thule
Nord
Churchill
Baker Lake
Coral Harbour
Clyde River
Arctic Bay
Pond Inlet
Ostrov Dikson
Sale Khard
Samarovo
Murmansk
Sverdlovsk
Moscow
Jan Mayen
Kap Tobin
Tromsö
Bodö
Ship B
Ship C
Ship I
Ship J
Wick
Sola
Stornoway
Reykjavik
Copenhagen
Godthaab
Egedesminde
Frobisher
Fort Chimo
Harrison
Anchorage
McGrath
Kotzebue
Aklavik
Barrow
Churchill
Baker Lake
Resolute
Eureka
Alert
Thule
Nord
Jan Mayen
Kap Tobin
Godthaab
Egedesminde
Frobisher
Fort Chimo
Harrison
Coral Harbour
Clyde River
Arctic Bay
Pond Inlet
Ostrov Dikson
Sale Khard
Samarovo
Murmansk
Sverdlovsk
Moscow
Tromsö
Bodö
Ship B
Ship C
Ship I
Ship J
Wick
Sola
Stornoway
Reykjavik
Copenhagen
Godthaab
Egedesminde
Frobisher
Fort Chimo
Harrison
Anchorage
McGrath
Kotzebue
Aklavik
Barrow
Inuvik
Mould Bay
Resolute
Eureka
Alert
Thule
Nord
Jan Mayen
Kap Tobin

M.R.P. 1020

AVERAGE 300-200mb. THICKNESS

APRIL 1949-53





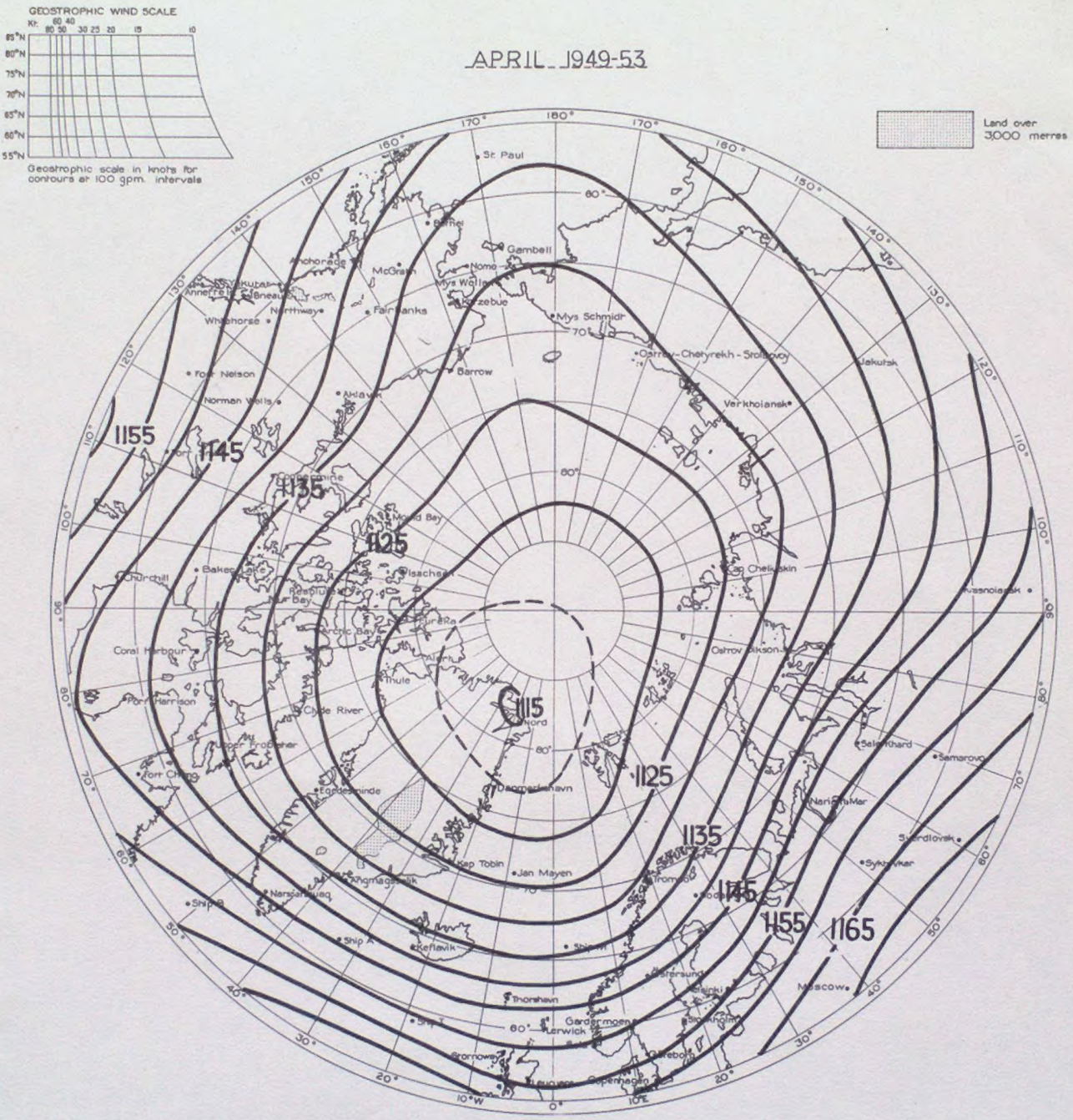
Height in dekametres

Upper Air Branch (M.O.23)

M.R.P. 1020

AVERAGE 200 mb. CONTOURS

APRIL 1949-53



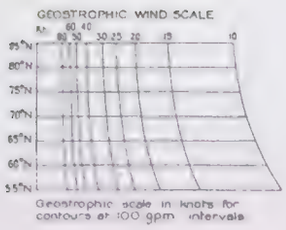
Height in dekametres

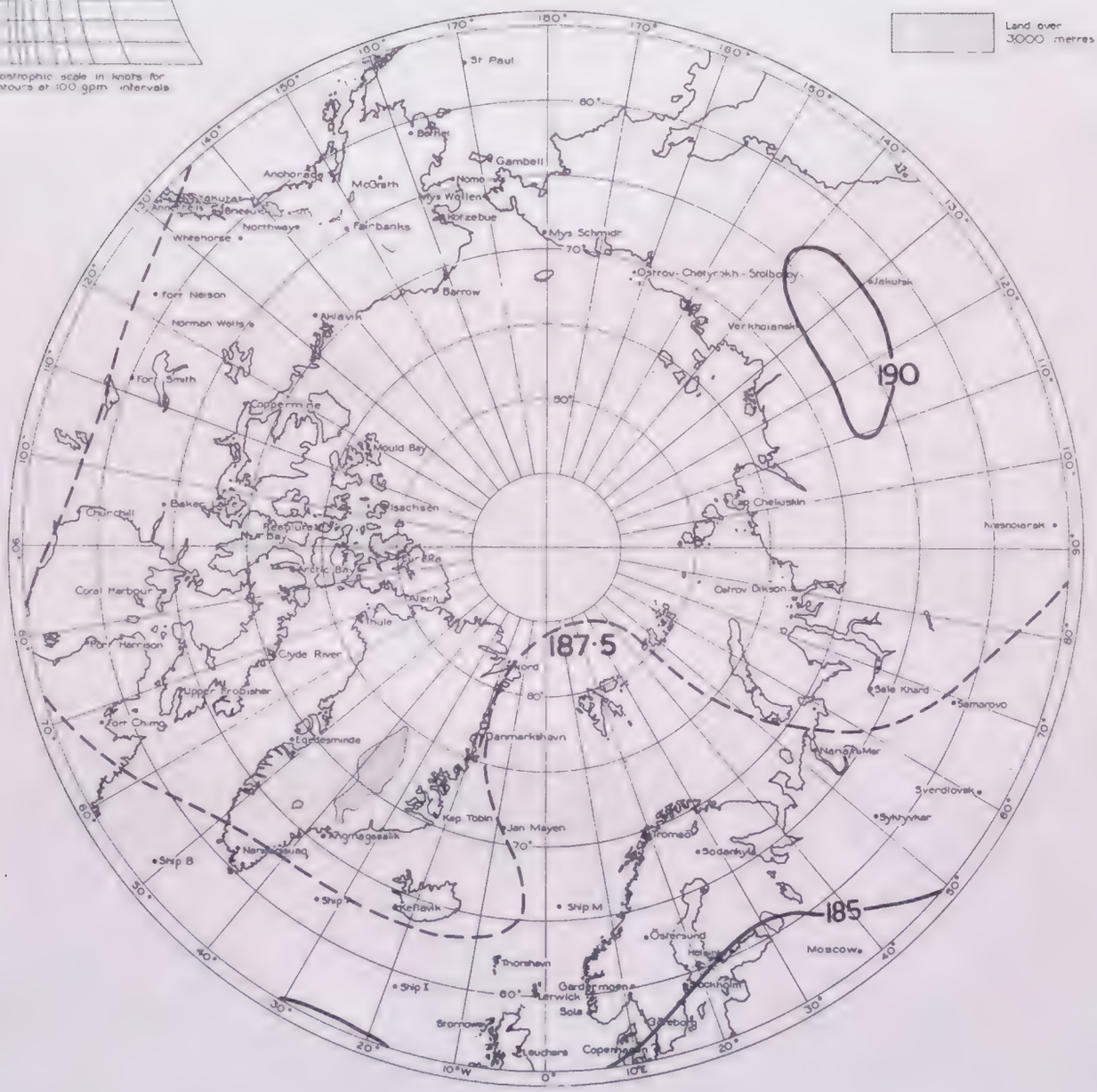
Upper Air Branch (M.O.23)

M.R.P. 1020

AVERAGE 200-150mb. THICKNESS

APRIL 1949-53



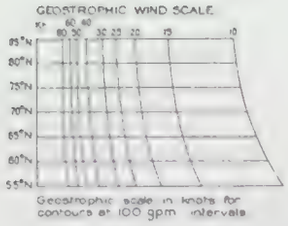


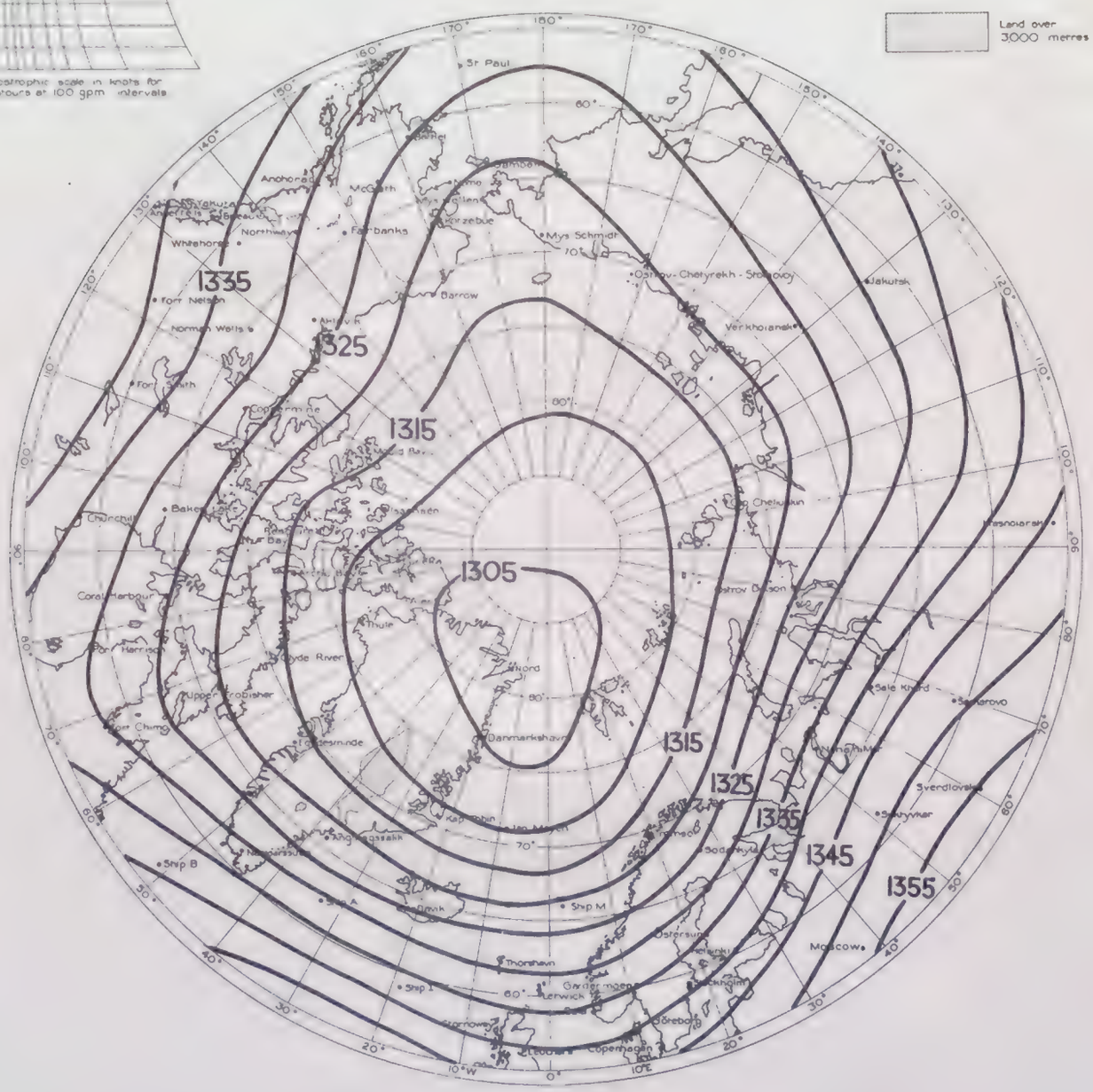
Height in dekametres

Upper Air Branch (M.O.23)

AVERAGE 150 mb CONTOURS

APRIL 1949-53

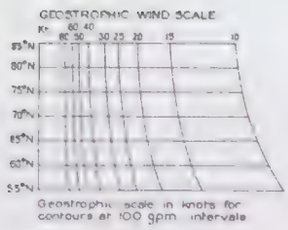


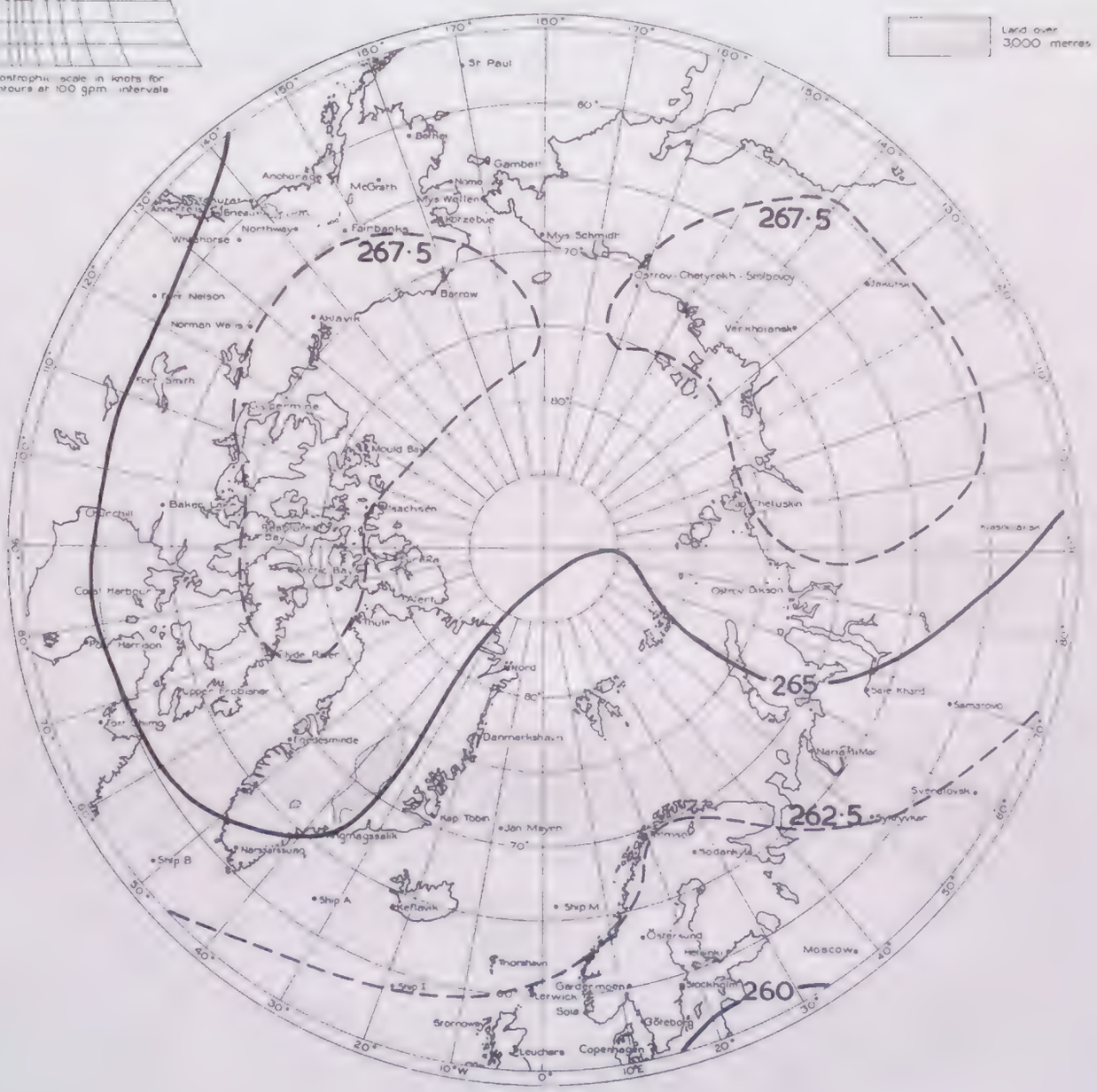

Land over 3000 metres
1335
1325
1315
1305
1315
1325
1335
1345
1355
St Paul
Anchorage
McGrath
Fairbanks
Barrow
Mys Schmidt
Ostrov-Chetyrekh-Stolbovoy
Jakutsk
Verkhoiansk
Whitehorse
Fort Nelson
Norman Wells
Fort Smith
Baker
Churchill
Coral Harbour
Resolute
Clyde River
Upper Frobisher
Thule
Alert
Eureka
Chelyuskin
Dikson
Igarka
Sverdlovsk
Moscow
Ship B
Ship A
Ship M
Ship I
Thorshavn
Lerwick
Copenhagen
Bodo
Oslo
Stockholm
Helsinki
Leningrad
Murmansk
Archangel
Sole Kharad
Narjan-Mar
Vorkuta
Salekhard
Igarka
Dikson
Ostrov Dikson
Chelyuskin
Verkhoiansk
Jakutsk
Ostrov-Chetyrekh-Stolbovoy
Mys Schmidt
Barrow
Fairbanks
McGrath
Anchorage
St Paul
Whitehorse
Fort Nelson
Norman Wells
Fort Smith
Churchill
Baker
Coral Harbour
Resolute
Clyde River
Upper Frobisher
Thule
Alert
Eureka

M.R.P. 1020

AVERAGE 1500-1000mb. THICKNESS

APRIL 1949-53





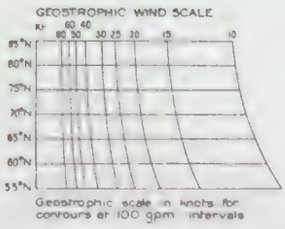
Height in dekametres

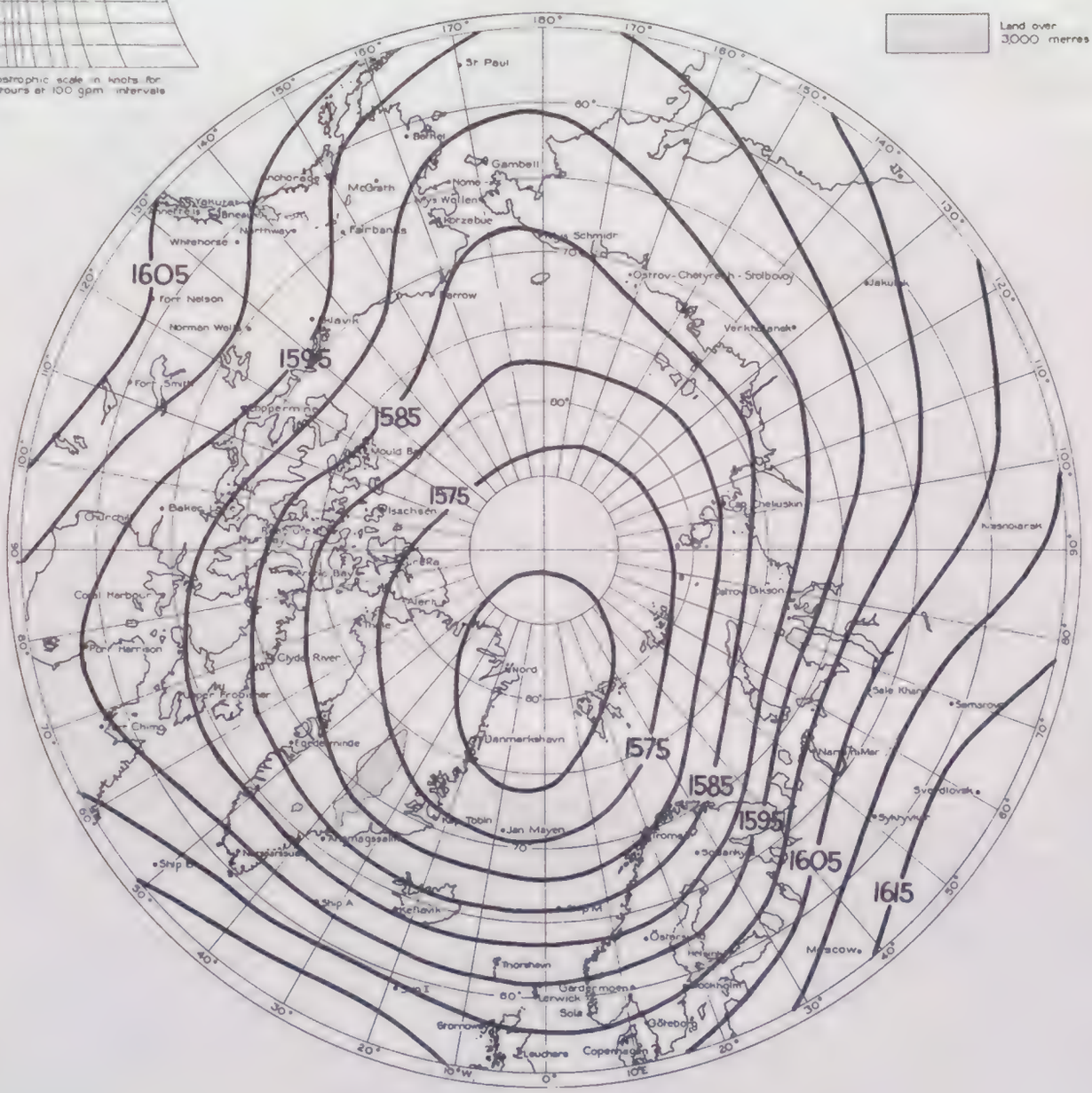
Upper Air Branch (M.O.23)

M.R.P. 1020

AVERAGE 100 mb CONTOURS

APRIL 1949-53



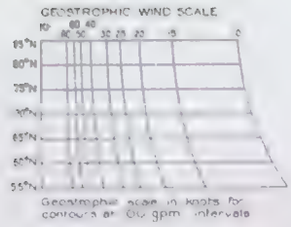


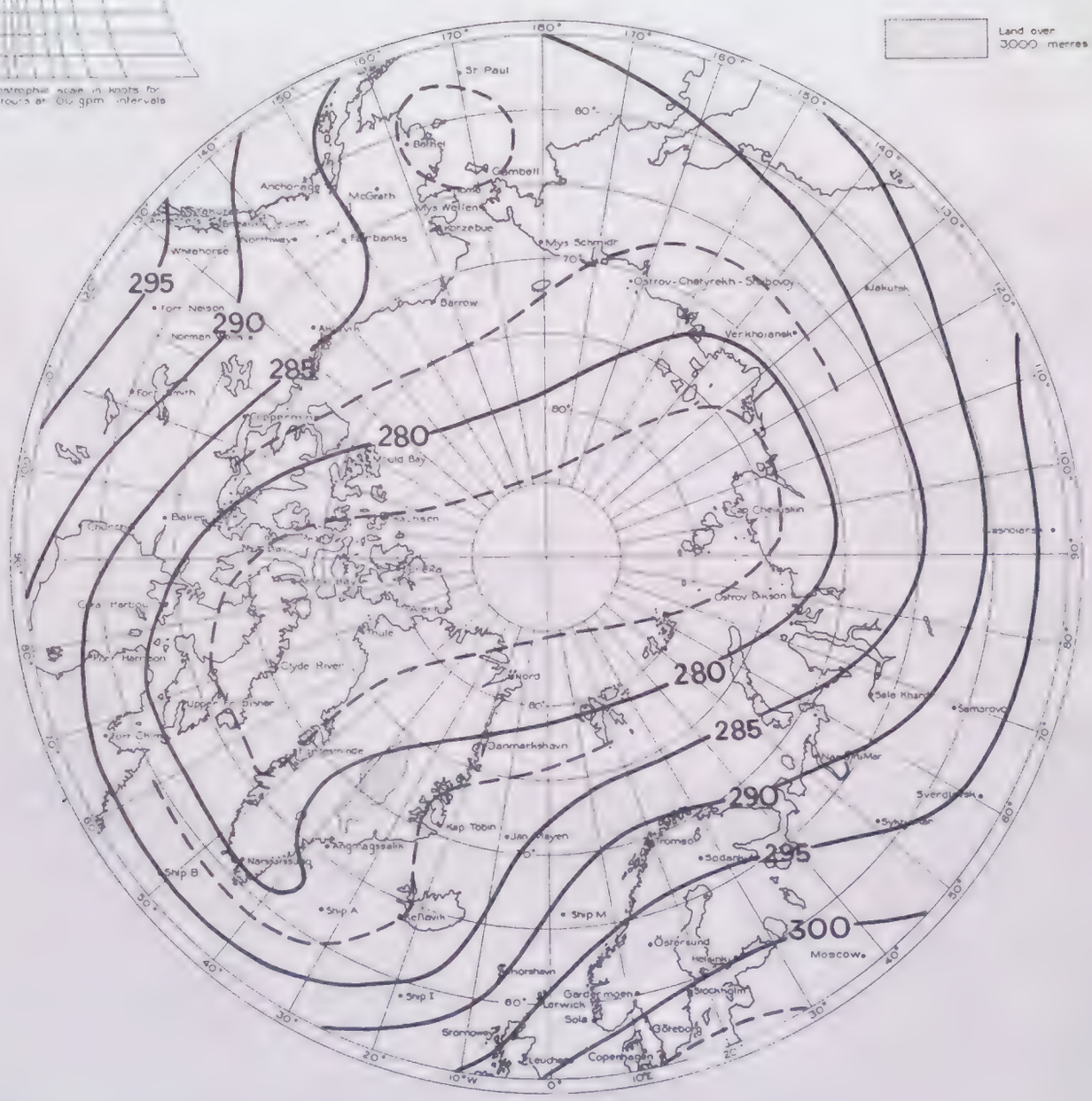
Height in dekametres

Upper Air Branch (M.O.23)

AVERAGE 700 mb. CONTOURS

OCTOBER 1949-53




Land over 3000 metres
295
290
285
280
280
285
290
295
300
St Paul
Barrow
Moscow
Copenhagen
Jan Mayen
Ship A
Ship B
Ship I
Ship M
Clyde River
Danmarkshavn
Kap Tobin
Sola
Lerwick
Stockholm
Tromsø
Sodankyla
Murmansk
Arkhangelsk
Verkhoyansk
Ostrov Dikson
Ostrov Chetyrekh - Shalbovoy
Mys Schmidt
Mys Wellen
Barrel
Gambell
Anchorage
McGrath
Fort Nelson
Fort Smith
Baker
Coppermine
Resolute
Cape Harrison
Fort Chimo
Nord
Thule
Sverdlovsk
Samarovo
Yakutsk
Leuchars
Thorshavn
Ostersund
Helsinki
Göteborg
Stornoway
Bodø
Narvik
Keflavik
Reykjavik
Whitehorse
Northway
Fort Yukon
Fort Norman
Aklavik
Inuvik
Cambridge Bay
Chesterfield Inlet
Churchill
Port Harrison
Upper Fort Severn
Nanisivik
Resolute
Godhavn
Aasiaat
Ivigtut
Frobisher Bay
Goose Bay
Sept Iles
Churchill
Winnipeg
Edmonton
Prince George
Prince Rupert
Vancouver
Seattle
Portland
Spokane
Billings
Minneapolis
Chicago
Detroit
Toronto
Ottawa
Montreal
Boston
New York
Washington
Pittsburgh
Cleveland
Buffalo
Albany
Portland
Halifax
Sydney
Gander
Shannon
Valentia
Belfast
Aberdeen
Edinburgh
Manchester
Birmingham
London
Paris
Brest
Bordeaux
Lisbon
Madrid
Gibraltar
Algiers
Tripoli
Malta
Rome
Nice
Marseilles
Geneva
Zurich
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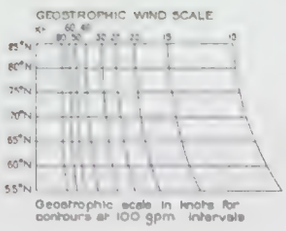
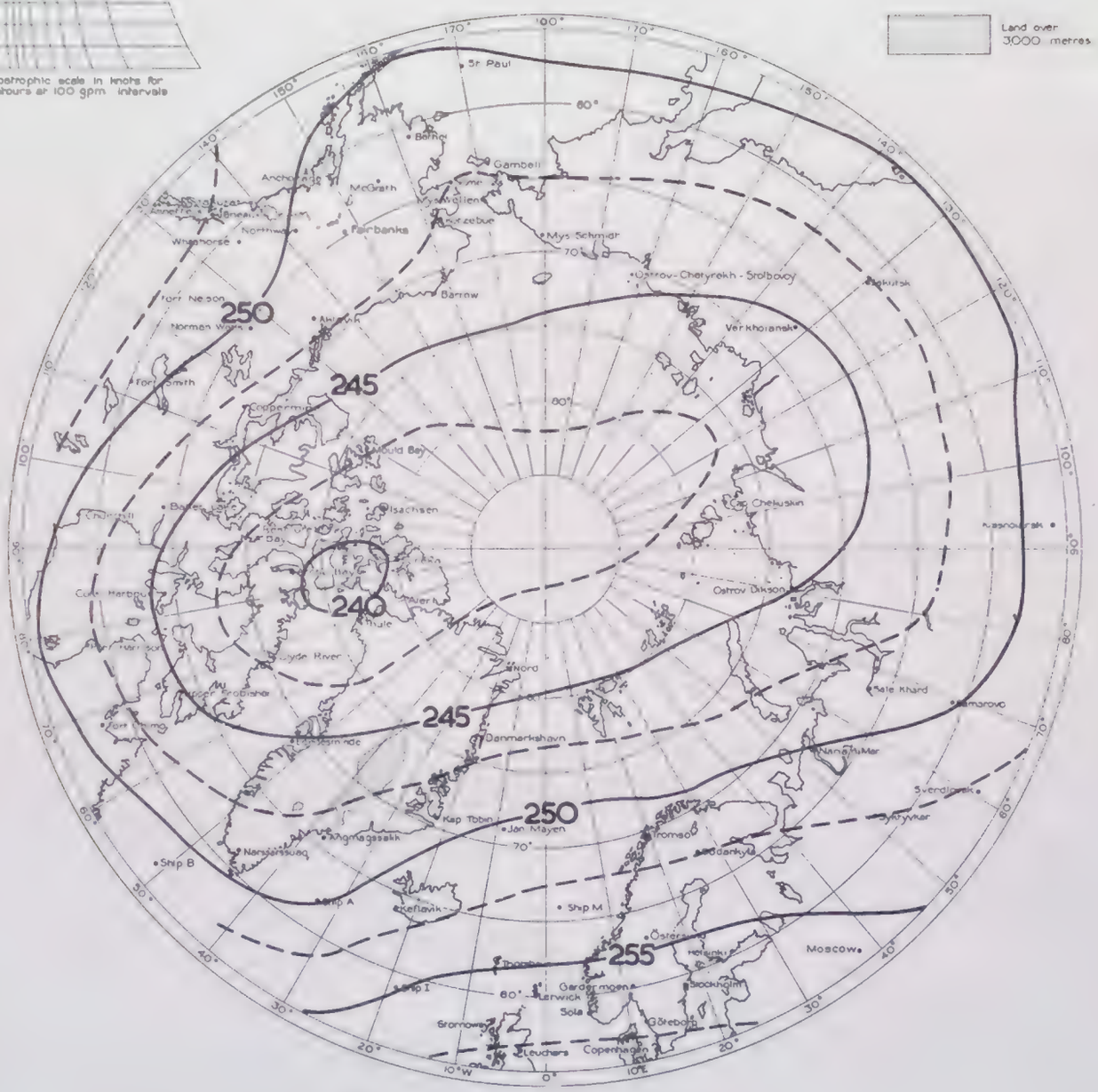
Vienna
Prague
Berlin
Hamburg
Amsterdam
Brussels
Frankfurt
Stuttgart
Milan
Trieste
Belgrade
Athens
Istanbul
Ankara
Tel Aviv
Cairo
Khartoum
Asmara
Addis Ababa
Nairobi
Dar es Salaam
Salisbury
Johannesburg
Cape Town
Durban
Port Elizabeth
Luanda
Leopoldville
Elisabethville
Lusaka
Tananarive
Mauritius
Reunion
Seychelles
Aden
Karachi
Delhi
Calcutta
Bombay
Madras
Colombo
Rangoon
Bangkok
Singapore
Saigon
Hong Kong
Shanghai
Tsingtao
Peking
Mukden
Harbin
Vladivostok
Khabarovsk
Irkutsk
Novosibirsk
Omsk
Tashkent
Alma Ata
Frunze
Semipalatinsk
Chelyabinsk
Kuybyshev
Gorki
Kirov
Kazan
Ufa
Perm
Sverdlovsk
Tyumen
Tobolsk
Yakutsk
Verkhoyansk
Ostrov Kotelnyy
Ostrov Novosibirskiye
Ostrov Wrangel

M.R.P. 1020

700-500 mb THICKNESS

OCTOBER 1949-53





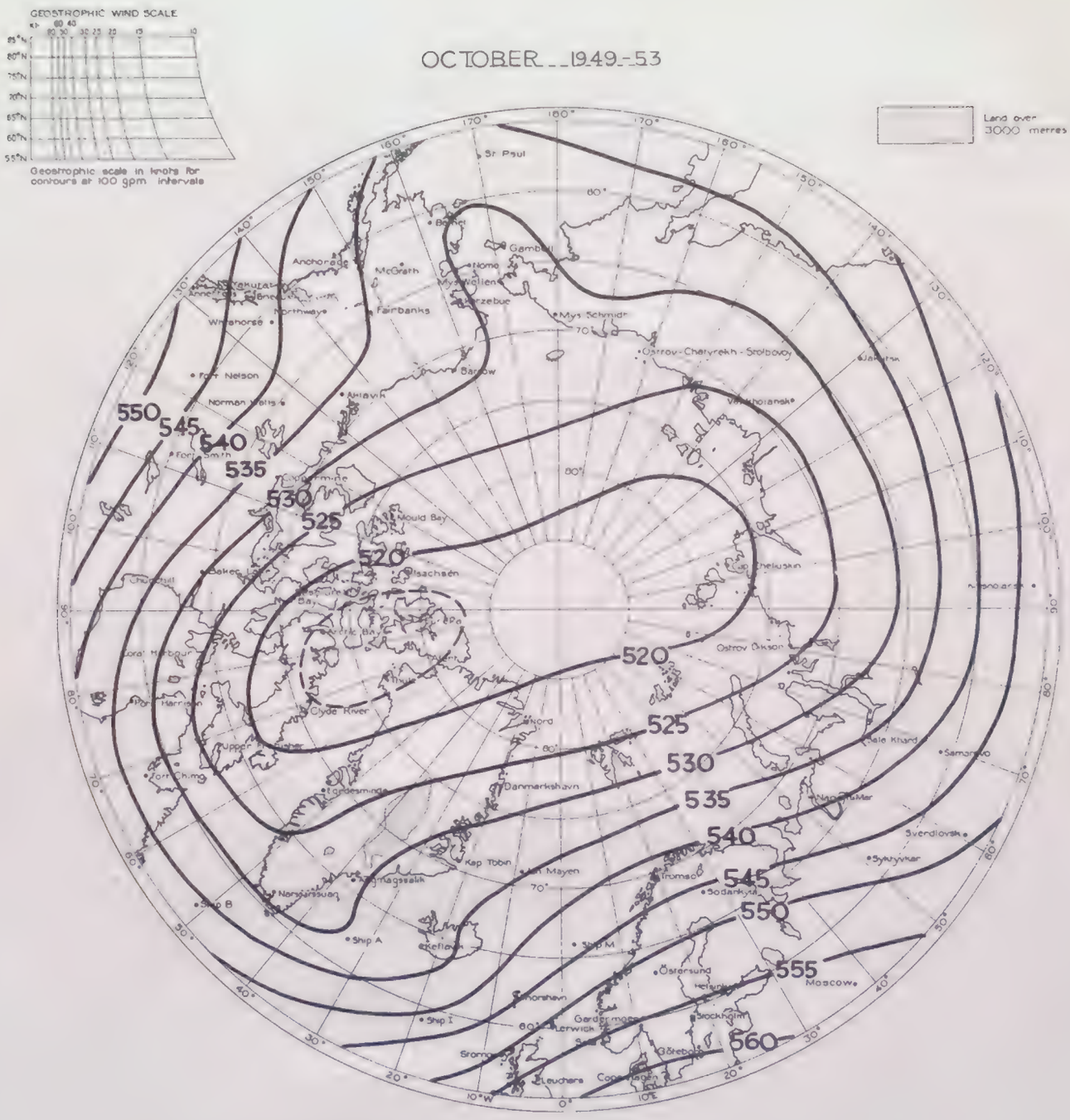
Height in dekametres

Upper Air Branch (M.O.23)

M.R.P. 1020

AVERAGE 500 mb CONTOURS

OCTOBER 1949-53



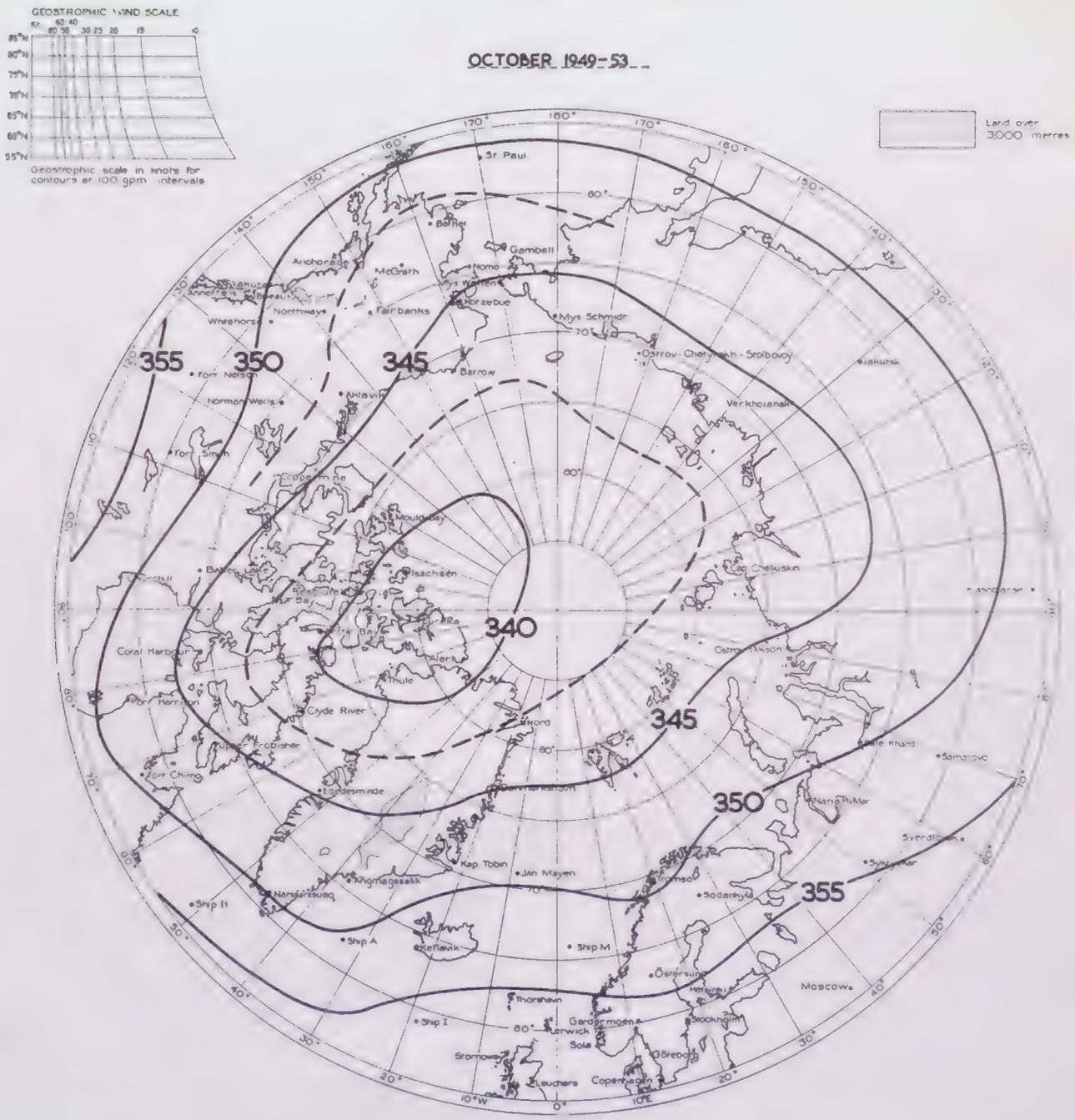
Height in dekametres

Upper Air Branch (M.O.23)

M.R.P. 1020

500-300 mb. THICKNESS

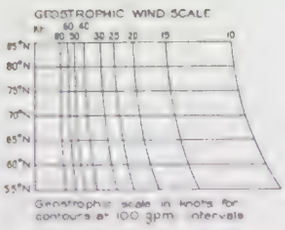
OCTOBER 1949-53

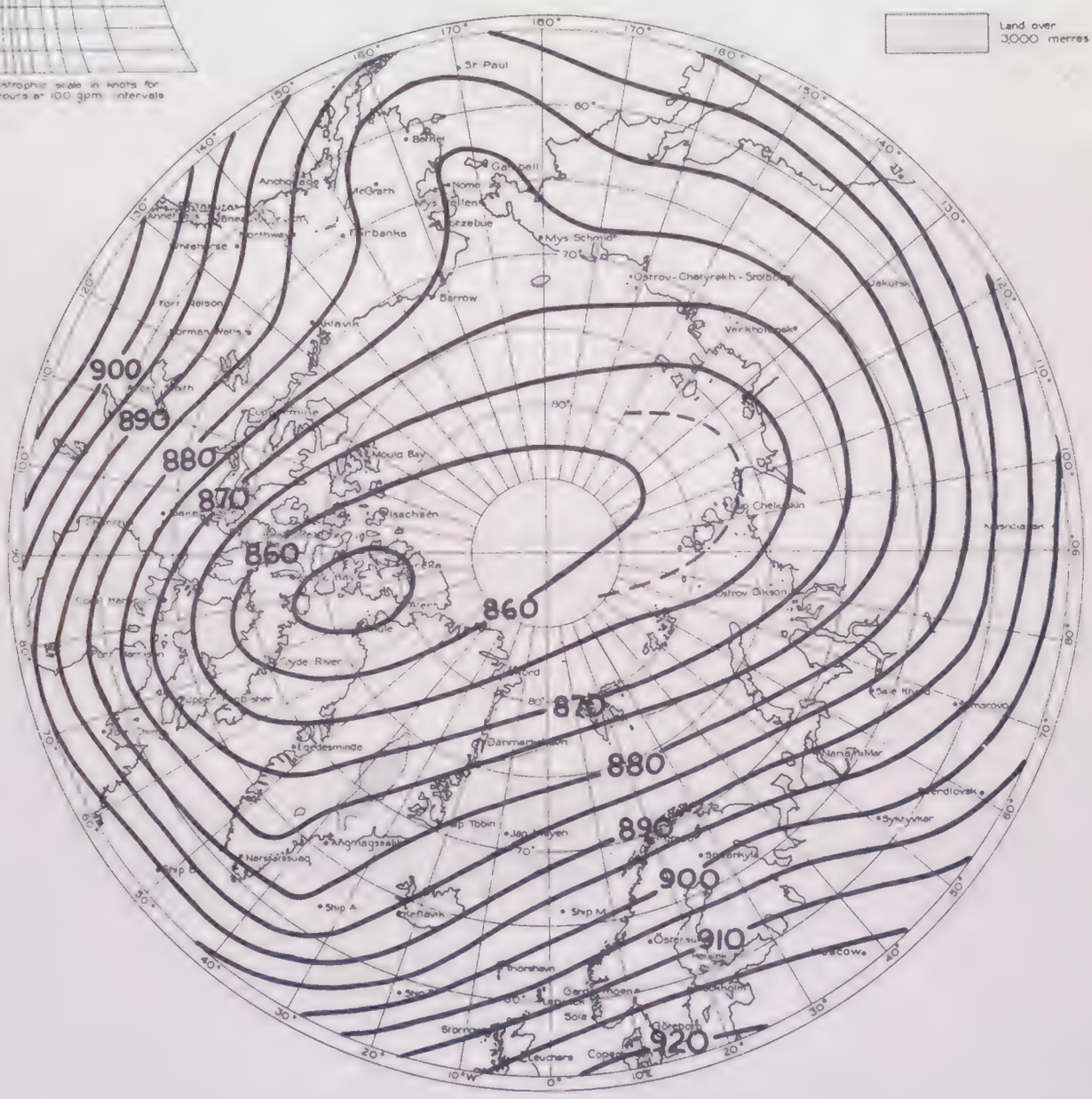


M.R.P.1020

AVERAGE ___300_mb. CONTOURS

OCTOBER 1949 – 53



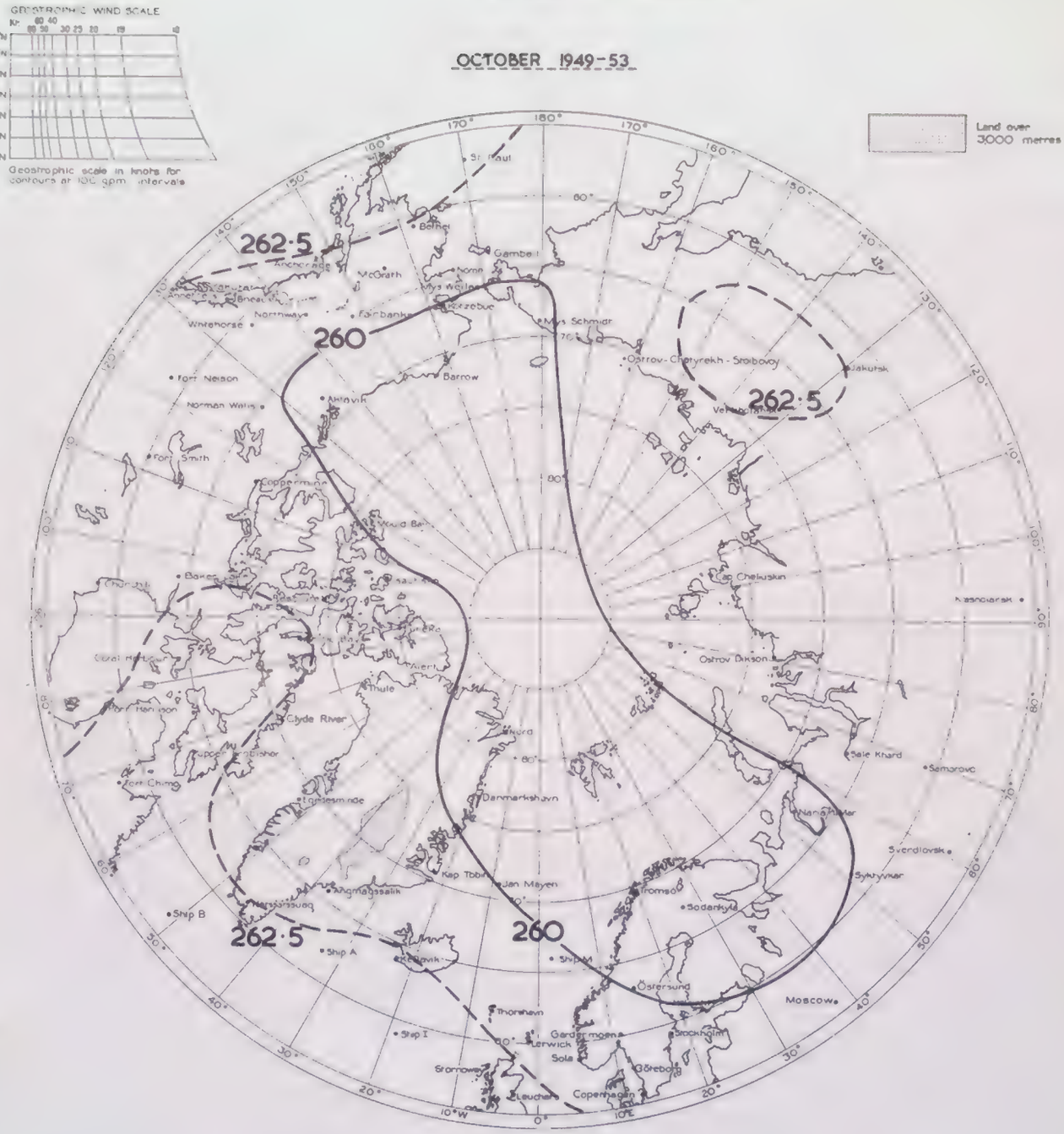


Height in dekametres

Upper Air Branch (M.O.23)

300-200 mb THICKNESS

OCTOBER 1949-53



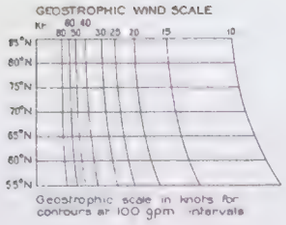
Height in dekametres

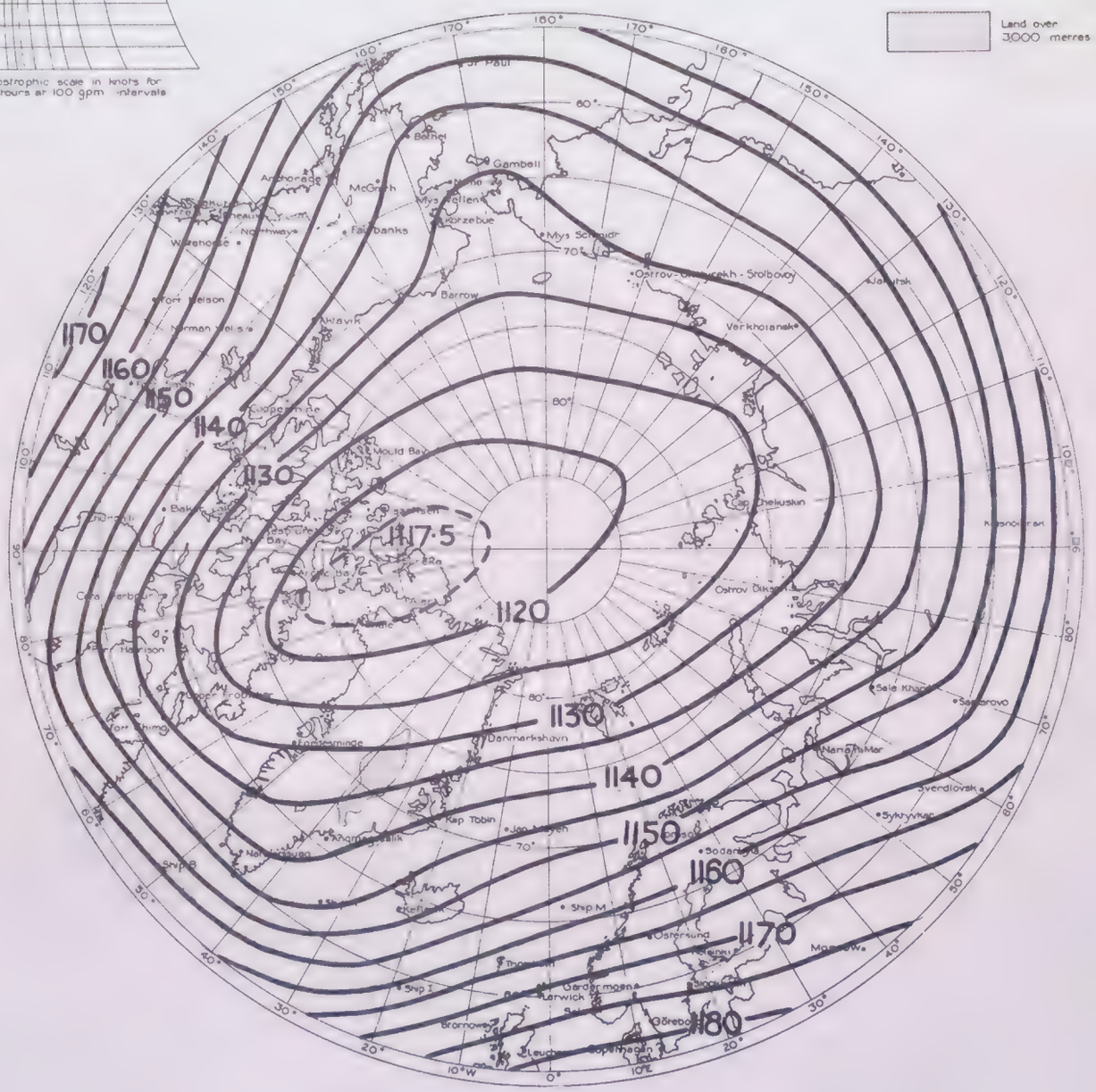
Upper Air Branch (M.O.23)

M.R.P. 1020

AVERAGE 200 mb. CONTOURS

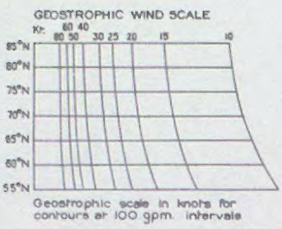
OCTOBER 1949-53

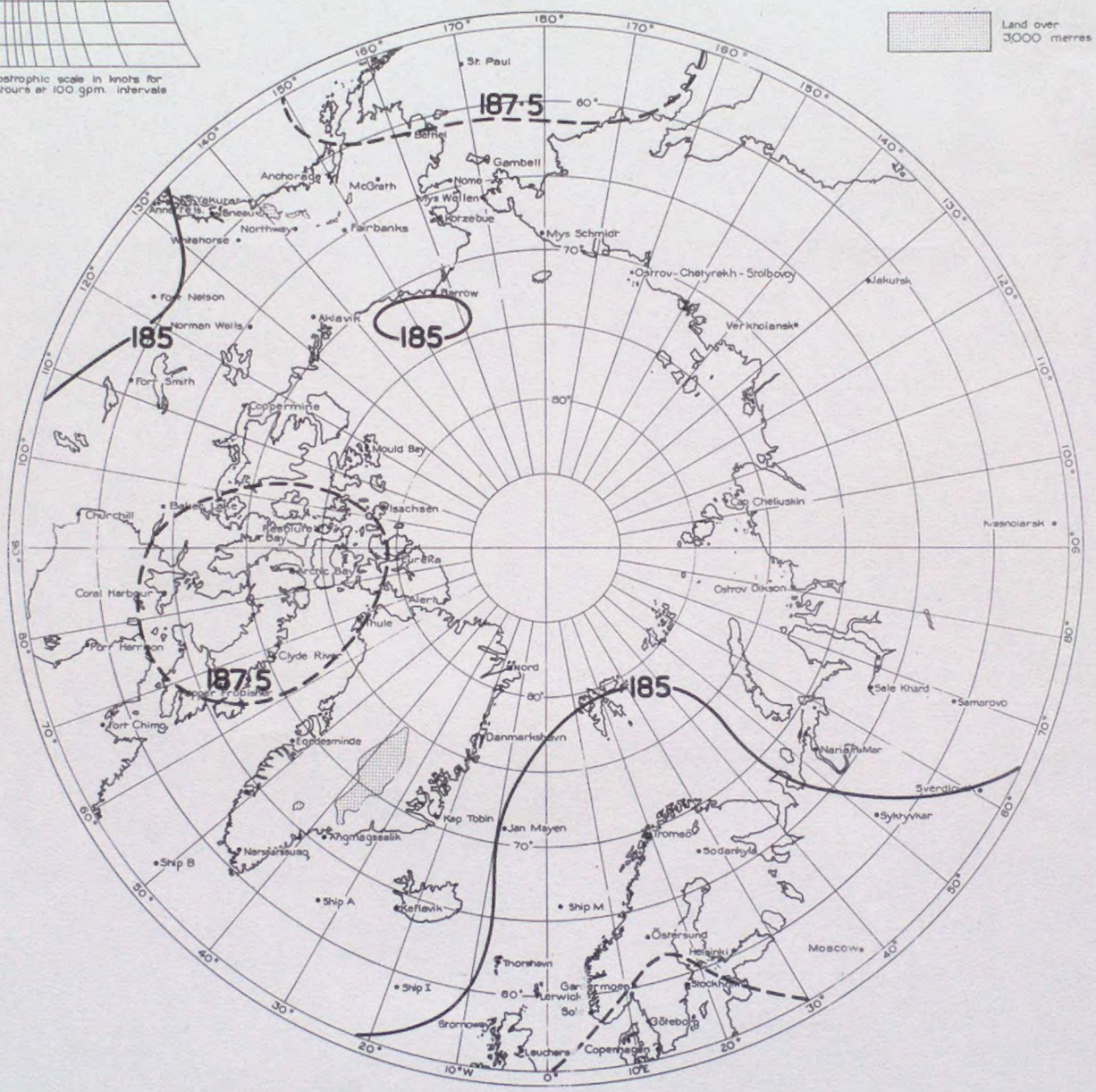



Land over 3000 metres
1170
1160
1150
1140
1130
1117·5
1120
1130
1140
1150
1160
1170
1180
St. Paul
Barrow
Gambell
Mould Bay
Danmarkshavn
Kap Tobin
Ship M
Ship I
Ship B
Lerwick
Thorshavn
Bodø
Sodankylä
Verkhoyansk
Ostrov Bikin
Sale Khard
Nanortalik
Sverdlovsk
Osterstund
Gäsebo
Leuchars
Copenhagen
Bromma
Garder moen
Jakutsk
Fairbanks
Anchorage
McGrath
Barrow
Aklavik
Fort Nelson
Fort Chimo
Resolute
Cape Chelyuskin
Ostrov Dikson
Sakhalin
Archangel
Murmansk
Arkhangelsk
Kem
Petrozavodsk
Leningrad
Moscow
Kiev
Kharkov
Stalingrad
Kuybyshev
Sverdlovsk
Omsk
Novosibirsk
Irkutsk
Yakutsk
Khabarovsk
Petropavlovsk
Vladivostok
Sapporo
Nagasaki
Shanghai
Hong Kong
Manila
Bangkok
Calcutta
Karachi
Delhi
Bombay
Madras
Colombo
Singapore
Djakarta
Perth
Adelaide
Melbourne
Sydney
Brisbane
Darwin
Wellington
Auckland
Christchurch
Hobart
Port Moresby
Guam
Honolulu
Midway
Wake
Canton
Fiji
Noumea
Tahiti
Easter Island
Pitcairn
Juan Fernandez
Valparaiso
Santiago
Buenos Aires
Montevideo
Rio de Janeiro
Recife
Natal
Fortaleza
Belem
Manaos
Caracas
Trinidad
Port of Spain
Kingston
Jamaica
Miami
Key West
New Orleans
Houston
Galveston
Corpus Christi
Brownsville
Mexico City
Acapulco
Guadalajara
Monterrey
Chihuahua
Los Angeles
San Diego
San Francisco
Portland
Seattle
Vancouver
Edmonton
Calgary
Regina
Winnipeg
Thunder Bay
Sault Ste. Marie
Toronto
Ottawa
Montreal
Quebec
Sydney
Halifax
St. John's
Goose Bay
Churchill
Coppermine
Cambridge Bay
Resolute
Eureka
Alert
Thule
Godthaab
Angmagssalik
Reykjavik
Keflavik
Shannon
Valentia
Belfast
Aberdeen
Stornoway
Lerwick
Thorshavn
Bergen
Oslo
Stockholm
Helsinki
Copenhagen
Hamburg
Berlin
Warsaw
Prague
Vienna
Munich
Zurich
Geneva
Paris
Brest
Lisbon
Madrid
Gibraltar
Algiers
Tripoli
Cairo
Khartoum
Addis Ababa
Nairobi
Dar es Salaam
Salisbury
Johannesburg
Durban
Cape Town
Walvis Bay
Luanda
Leopoldville
Lagos
Accra
Dakar
Bathurst
Freetown
Monrovia
Abidjan
Fort Lamy
Kano
Tamanrasset
Tunis
Malta
Athens
Istanbul
Ankara
Tehran
Baghdad
Damascus
Beirut
Jerusalem
Amman
Riyadh
Aden
Muscat
Bahrain
Kuwait
Abadan
Basra
Kabul
Tashkent
Alma Ata
Frunze
Semipalatinsk
Barnaul
Novosibirsk
Tomsk
Krasnoyarsk
Irkutsk
Yakutsk
Verkhoyansk
Ostrov Bikin
Sakhalin
Petropavlovsk
Vladivostok
Khabarovsk

200-150 mb. THICKNESS

OCTOBER 1949-53



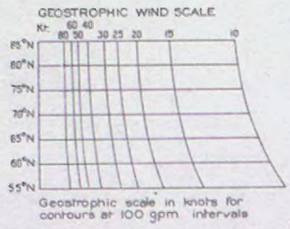


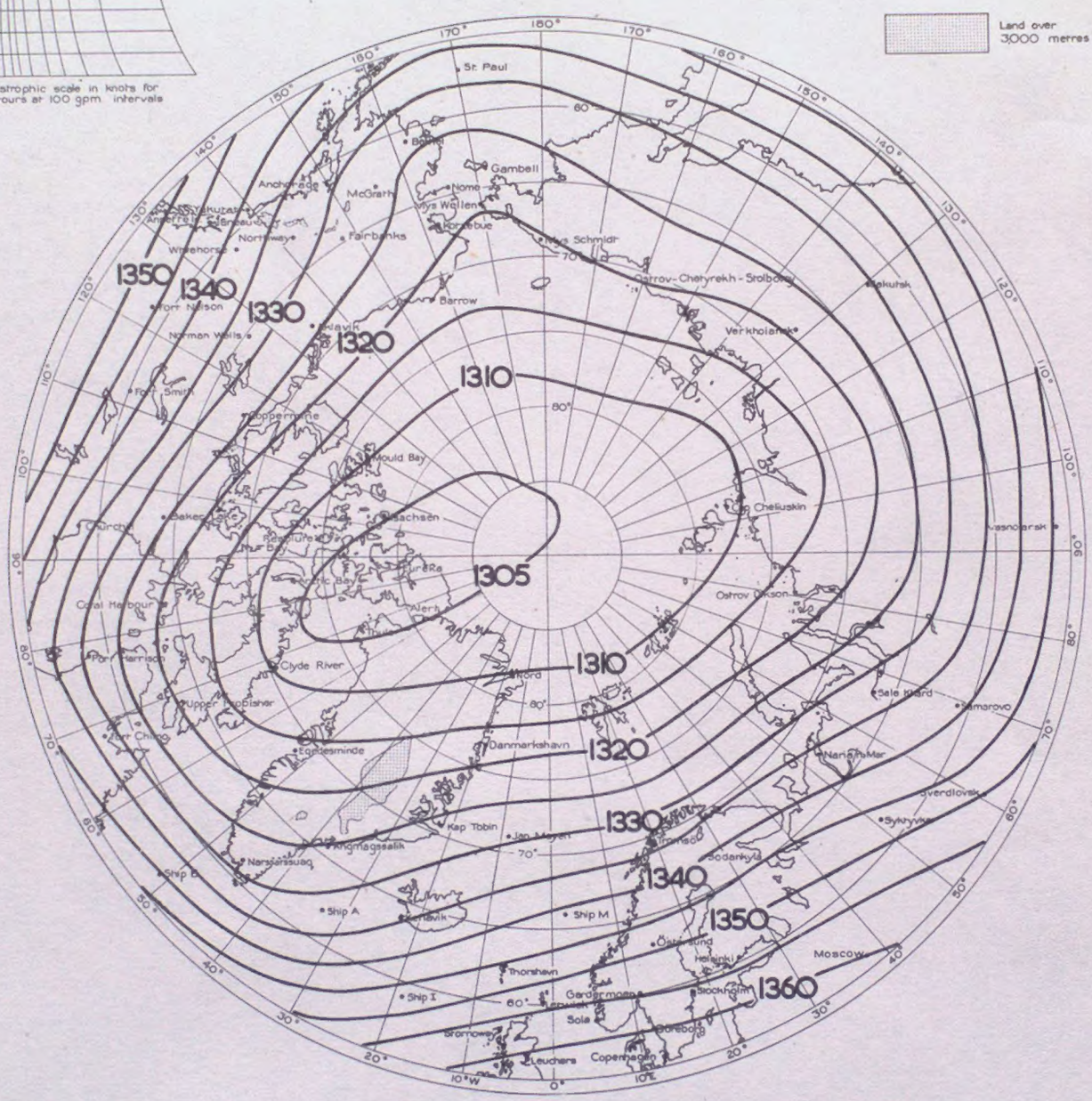
Height in dekametres

Upper Air Branch (M.O.23)

AVERAGE 150 mb. CONTOURS

OCTOBER 1949–53

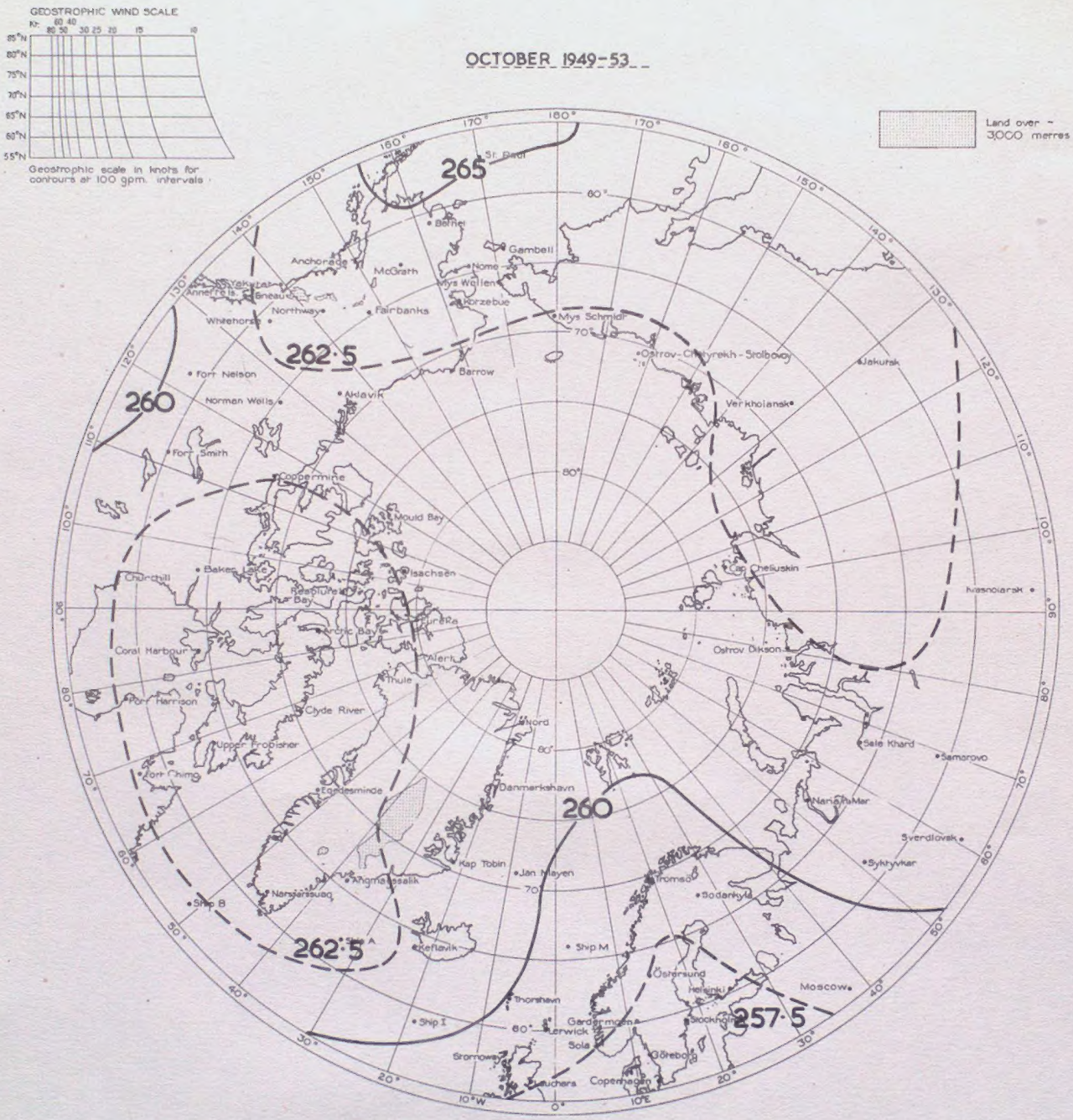



Land over 3,000 metres
1350
1340
1330
1320
1310
1305
St. Paul
Gambell
Nome
McGrath
Fairbanks
Northway
Whitehorse
Fort Nelson
Norman Wells
Barrow
Aklavik
Fort Smith
Coppermine
Mould Bay
Resolute
Eureka
Alert
Clyde River
Pond Inlet
Lerwick
Ship A
Ship I
Ship M
Ship P
Thorshavn
Stornoway
Leuchars
Copenhagen
Stockholm
Moscow
Yakutsk
Verkhoiansk
Chetyrekh-Stolbovoi
Chelyuskin
Ostrov Dikson
Sele Khard
Samarovo
Yekaterinburg
Sverdlovsk
Sodankylä
Tromsø
Danmarkshavn
Kap Tobin
Jan Mayen
Narsarssuaq
Godthaab
Frobisher
Coral Harbour
Churchill
Baker Lake
Cambridge Bay
Port Harrison
Ostrov Vize
Ostrov Uedineniya
Ostrov Kotelnyy
Ostrov Bolshevik
Ostrov Sredniy
Ostrov Kolyuchin
Ostrov Wrangel
Ostrov Herald
Ostrov Barter
Ostrov Kotelnyy
Ostrov Novaya Sibir
Ostrov Bennett
Ostrov Kotelnyy
Ostrov Kotelnyy
Ostrov Kotelnyy

M.R.P. 1020

150 - 100 mb. THICKNESS

OCTOBER 1949-53

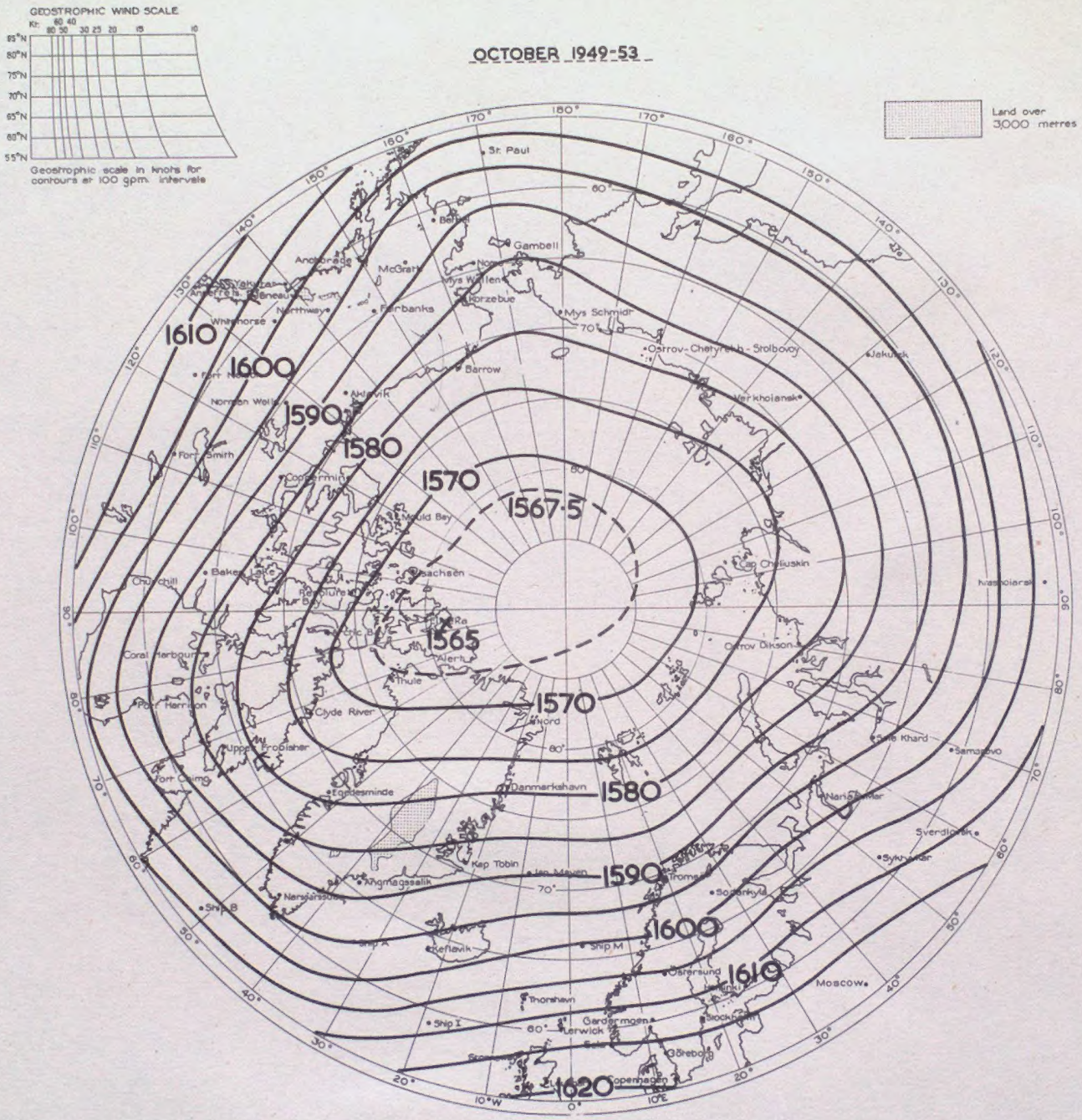


Height in dekametres

Upper Air Branch (M.O23)

AVERAGE 100 mb. CONTOURS

OCTOBER 1949-53


GEOSTROPHIC WIND SCALE
Kt: 60 40 30 25 20 15 10
85°N
80°N
75°N
70°N
65°N
60°N
55°N
Geostrophic scale in knots for contours at 100 gpm. intervals
Land over 3,000 metres
1610
1600
1590
1580
1570
1567·5
1565
1570
1580
1590
1600
1610
1620
St. Paul
Gambell
McGrath
Fairbanks
Barrow
Mys Schmidt
Ostrov-Chetyrekh-Stolbovoy
Jakutsk
Verkholansk
Norman Wells
Fort Smith
Coppermine
Mould Bay
Resolute
Thule
Alert
Clyde River
Coral Harbour
Baker Lake
Churchill
Fort Chimo
Frobisher
Godthaab
Egedesminde
Danmarkshavn
Kap Tobin
Jan Mayen
Tromsø
Narssarssuak
Ship B
Ship A
Reykjavik
Ship M
Ship I
Thorshavn
Lerwick
Gardermoen
Stockholm
Göteborg
Copenhagen
Ostersund
Moscow
Sverdlovsk
Sykhtyvkar
Samarovo
Dudinka
Ostrov Dikson
Cape Chelyuskin
Khatanga
Ostrov Kotelnyy
Ostrov Bolshevik
Ostrov Vrangelya
Anchorage
Whitehorse
Northway
Aklavik
Bethel
Nome
Kotzebue
Point Barrow
Point Barrow
Point Barrow